

IN RAILROAD CIRCLES.

Mr. Gemmell Tells How Telegraph Operators Get On.

BUSINESS ON ALL THE LINES

About as Brisk as Ever—News of Interest to Kansas Railroad Men.

Mr. R. B. Gemmell, superintendent of telegraph for the Santa Fe and who has charge of all the operators and train dispatchers between Chicago on the east, Denver and Grand Junction in Colorado and El Paso on the south, learned his profession from a man who now keeps a railroad eating house at Greensburg, Pa. Mr. Gemmell says the railroad man in any department who understands telegraphy has a great advantage over those who do not.

To a State Journal reporter he said: "Before the war when I was train master on an Iowa road, the general superintendent said he would give me \$500 if I would teach him to telegraph as well as I could. I did not get the \$500 as he was then a man over fifty years old and he never tried to learn. He is engaged in telegraphing here the business before they are eighteen years old. Telegraph operators are becoming more steady as a class than they used to be. The reason operators are so roving in their disposition is that they leave home so early in life to learn the business that they are not established in their habits and they fall into bad company. The average operator up to the time he is 24 or 25 years old never stays long in one place; after that age he usually marries, settles down and gets a job as station agent just as soon as he can."

"In Kansas we pay ordinary telegraph operators from \$45 to \$50 a month, but the best paid men in the service are the train dispatchers. It takes a man with extraordinary ability to be a train dispatcher, however. Train dispatchers get \$125 a month and a chief train dispatcher draws \$145 a month."

Supt. Gemmell has charge of between sixteen and seventeen hundred operators on the Santa Fe system.

SANTA FE FREIGHT BUSINESS.

It Shows Little Let Up From Last Week's Good Showing.

The Santa Fe's freight business has not decreased to any great extent. The number of extra trains sent over the eastern Kansas divisions yesterday was not quite so large as for the same day of the week before, but it was a very satisfactory business just the same. On the Emporia "cut off" which runs from Emporia to Kansas City, there were eighteen extra trains yesterday besides the twelve regular ones. Almost all of these extra trains were loaded with livestock from Texas and New Mexico bound for the eastern markets. It was nearly all cattle, but there was some sheep. On the Topeka division business is a little lighter. The local business remains about the same, and is very good, although freight in car lots is not being handled to any great extent either in or out of Topeka.

Withal the road is having a very satisfactory business and if the corn crop had been an average one, the Kansas roads would have been taxed to their utmost all winter to take care of moving commodities, and the railroad man would have awakened in the spring to find himself independent for his remaining years.

MOSTLY CATTLE.

The Rock Island Handles About 150 Carloads of Cattle Every Day.

Rock Island cattle shipment started up again Wednesday and is now heavier than any time since the big rush of early summer. From 135 to 140 carloads of cattle are handled every day and most of the stock is from the Indian Territory and southern Kansas in the vicinity of Pratt and Liberal. There is also a heavy Colorado cattle business. Nearly all the cattle shipments on the Rock Island go through Topeka. The road makes some fast time on some of its cattle trains.

The run from Colorado to Kansas City is made in twenty-three hours, and the run from Herington to Kansas City, 152 miles, is made in 3 hours and 45 minutes. This is pretty near passenger time. The road uses only Montgomery cattle cars with air brakes and other improvements.

COULDN'T TURN AROUND.

The "Bay State" and "216" Special Cars Too Large for the Yard's Turntable.

The private cars "Bay State" and "216," used by most of the head officers of the Santa Fe, were found to be too long to be turned around on the shop's turntable yesterday. The cars came in from the east, and on their return, in order to get the observation platform at the rear, it was necessary to turn the cars around. They were switched on to the turntable, but the tables are only long enough for a 60-foot coach, and the "Bay State" and "216" are fully 75. They were then switched down to the Rock Island Y, which is big enough to accommodate two cattle trains. The cars were turned around, and the New Yorkers did not have to ride home "looking backward."

SPIKES AND SPARKS.

Personal Notes Among the Railroad Shops at Topeka.

The Santa Fe's Sixth street paint shop that was closed early in the summer has not yet been reopened, and will probably not be this winter.

There are not as many freight cars in the Santa Fe repair yards as usual. The increased force of men seems to be keeping the number down.

Bennett & Son shipped a car of horses to Tupelo, Miss., yesterday via the Santa Fe.

In order to have something to fill the vacancy left in their hearts by the death of Moxie, their dog, the employees of the Santa Fe freight depot are going to get a goat.

The baggage room doors at the Santa Fe depot have been painted yellow.

The Santa Fe has a force of ten men breaking rock at the passenger depot to put on the street just west of the building. There is a hollow in the street that needs filling up.

In the last week or so the Santa Fe shops have rebuilt entirely a combination car and a baggage car.

Several Santa Fe freight and stock cars are in the car shops being entirely rebuilt.

Santa Fe passenger coach 136, which was in a wreck recently, is in the shops with one entire end mashed out.

Will Porter of the Santa Fe machine

shops will be laid up for a few days. He let a crown bar fall on his right hand yesterday and mashed a finger off.

A good many repairs and improvements are being made about the Santa Fe shops just at present. Master Mechanic Smith's office is being remodeled. The second story has been rebuilt. The Santa Fe snow plows are now all ready for their winter's work.

Although there is no more work than usual in the Santa Fe paint shops two new men were added to the force this week making it sixteen. This is a very small force indeed for the paint shop. In good times it employs nearly one hundred men.

State Evangelist W. P. Veazie of the Congregational church, conducted the noon bible meeting at the railroad Y. M. C. A. today.

There is very little laying off among the railroad boys just now. There is work for all and lots of it. They are all getting in good mileage at present.

Mrs. Lizzie E. Myers of Belleville, Kansas, is visiting her son-in-law Jud Coe of the Santa Fe machine shops.

In anticipation of the advent of the directors and a possible visit from them, there has been a good deal of cleaning up and looking pleasant around the Santa Fe shops and yards lately. The interior of the shops has been nicely cleaned and white washed and the yards are in ship shape.

Santa Fe Yard Master Jack Kennedy will be home from his visit to Jamestown Sunday.

ROCK ISLAND NOTES.

Items of Interest Gathered in Office and Corridor.

A great deal of cotton is being moved by the Rock Island from Texas to Chicago. And nearly all of it goes through Topeka.

General Freight Agent D. Atwood has returned from the St. Louis meeting.

General Superintendent Pitt and Superintendent of Telegraph Linings, with half a dozen friends, went to Herington yesterday in special car "200."

Twenty soldiers passed through Topeka yesterday on their way from New Mexico to Ft. Sill in the Comanche country.

Considerable has been said about the intention of the Rock Island to construct a new track from Atchison to St. Joe on the Missouri side. The officers at Topeka claim to know nothing about this. They are technically "exempt from knowing" as the proposed line would be "east of the river," and this is the headquarters only for business "west of the river." Frank, owner of the Rock Island offices, who was injured and disabled for ten days in the Duane college football game, is able to be around again. He is going to play again Saturday in the Washburn college game, although his friends have advised him to quit playing.

J. M. McCoy and wife of the Rock Island went to Baltimore last evening. W. A. Roff of the auditor's office, and Mrs. Roff, have returned from Texas.

NOT HIS TRICK.

A Conductor Tries to Change Places With the Brakeman.

A Rock Island passenger conductor who lives in Topeka, tells a good joke on himself.

Since the last change in passenger train time on the Rock Island, the two trains for the west for Denver and Texas come out of Kansas City and go as far as McFarland as one train. It makes an extraordinary long train and the one brakeman who has charge of the train, has to hustle to call the stations in every car at just the proper time.

A few days ago the Topeka conductor who is a good natured, accommodating fellow offered to assist his brakeman; accordingly when the train neared Topeka from the east he told the brakeman to go ahead and look after the front end and he would call the last three cars.

The conductor who knows all about shouting "all aboard" in a way to make every passenger keep his head inside, had never before attempted to call a station and just as the train pulled over the bridge he stuck his head into the rear chair car and shouted "All Aboard."

The passengers laughed and the conductor retired to the smoker and he has not attempted to call a station since.

How Train Boys Work It.

Ordinarily the boys who sell fruit on the Central Branch passenger train, says the Atchison Globe, do not make money enough to pay for lodging and meals, but there is one boy running on the train who always comes out ahead. His name is Frank Alcorn, and he is a bird. He says that all he has to do when he wants to sell anything—bananas, for instance—is to get some one at the front end of the car to eating the fruit—he gives a few away if necessary—and then everyone else gets hungry, and wants to eat bananas also. He says that is true of anything palatable, and he works the scheme regularly.

Bicycles on Railroad Trains.

Traveling men who use bicycles in "making" towns when the trains do not run to suit them, will find a surprise in store for them on the Central Branch. There has been a squabble about taking bicycles on freight trains which carry passengers, and C. M. Rathbun has ordered wheels not to be carried in the way cars. At least this is what a haughty, high spirited conductor west of Downs says, and he refused to allow a wheel on the train under any circumstances.

To Make a Tour.

Robert Fleming of London, representing European bondholders in the Santa Fe railway, will make a tour of the system after the annual meeting in Topeka. Mr. Fleming was in Kansas City several days ago, but is now in New York.

OKLAHOMA POLITICS.

J. V. Admire Says the Territory is Sure Republican.

J. V. Admire, formerly of Topeka, but now of Kingsfisher, Ok., is still in politics, and writes to Colonel Dan Wyatt that things are going "the right way" (Republican) in Oklahoma this fall. He writes:

"We are having a big fight here, but will be able to down the opposition in good shape, I think. I am chairman of the county committee, and giving matters my attention. I am inclined to think we will at least carry the legislative council, notwithstanding the most villainous gerrymandering ever worked. Things generally are in fair shape."

An advertiser at Quenemo puts things in this comforting way: "A fool and his money are soon parted but a man who is parted from his money is not necessarily a fool."

STEVENSON & COMPANY.

We Are Going to Make Things Lively in Dry Goods This Week!

Owing to the bargains offered and advertised from day to day last week our store has been crowded from early morning to closing time with patrons and buyers. All seem to appreciate what we were doing. Encouraged, therefore, by their appreciation of the very low price we had made on different goods, we wish to say this we will make offerings that will surprise even the most economical buyers.

Dress Coods.

Read over carefully what we are offering this week:

59c.

1,000 yards Silk Velvet, splendid quality; all colors. This was bought for a \$1.00 velvet but 59c will buy it this week. You will save some money on this article.

45c.

Here is another you can't afford to pass. 1,000 yards of all wool French Suiting in the newest designs and colorings. 85c would have been cheap for this a few days ago. 45c will buy it this week.

We Are Money Savers.

22c.

One lot of half wool Dress Goods in plain and fancy. This line of goods is well worth 30c. Only 22c this week.

29c.

One lot of 40-in. all wool Dress Goods. These have been sold as high as 50c. Our price now is only 29c.

Here are four very good things for you to buy this week. You won't have another chance to buy such values at these prices.

Millinery.

New things arriving daily in this department. By the way, have you visited this department this fall? Most everybody has. If you have not do so before you make your selection.

Everything exhibited is new, the latest designs and colorings, and we sincerely believe that a better line of goods can not be found in the west.

Furs.

We have just received another invoice of Fur Capes. Come and see our assortment and get our prices before you purchase.

Handkerchiefs.

500 dozen Handkerchiefs received this week. All prices from the 4-cent quality to the fine Duchess will be found in our stock.

5c.

25 dozen Ladies' White Handkerchiefs with fine lace edge. See them, only 5c each.

12 1/2 c.

50 dozen China Silk Handkerchiefs; plain white and colored embroidered edges. This lot will be sold for 12 1/2 cents each.

Domestics.

3 1/2 c.

One lot of Dark Challies that have never been sold for less than 5c. Our price to close out 3 1/2 cents. If you are going to make some comfortable this winter, why not save a few cents by buying the material now.

3 1/2 c.

Take a sample of our 4-4 Fine Brown Muslin that we are going to sell you for 3 1/2 cents this week and see if you can match it for less than 5c or 6c. You can't do it.

4c.

One lot of full Standard Prints that we have been selling for 7c; will try and close them out now for 4c a yard.

4 1/2 c.

4-4 Bleached Muslin in manufacturers' remnants, running from 15 to 30 yards in the piece. These goods are usually sold for 7c when we buy in regular sized pieces. You can buy from 15 to 30 yards for 4 1/2 c a yard.

5c.

Another lot of 16-in. cotton Twill Crash, bleached and unbleached. Some like it better than linen. Only 5c.

5c.

Will buy genuine Indigo Blue Prints this week; the best grade; our regular 7 1/2 cent quality. Supply yourself when they are 5c.

6c.

Will buy this week, our Fine 4-4 Brown Muslin. You are paying 8 1/2 cents for the same goods. Buy when you can save 2 1/2 c yard.

8 1/2 c.

Will buy the choice of a full line of Dark Outing Cloths, just what you need for winter wear. These are worth 12 1/2 c, a saving of 4c a yard. Only 8 1/2 cents.

11c.

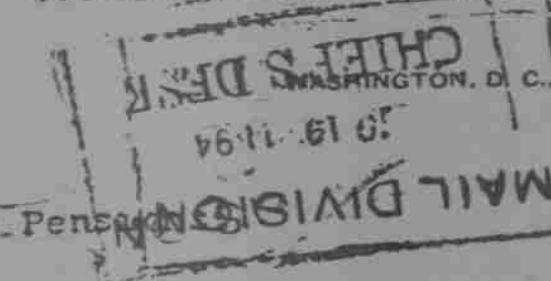
Will now buy our Fine Zepher Gingham, sold in town for 20c. They won't last very long at 11c yard. Buy them now when they are selling at 11c yard.

7c.

One lot ladies' fast black Hose this week only 7c pr.

STEVENSON & COMPANY, 717 and 719 Kansas Ave.

United States Senate,



February 17, 1894.

Hon. William Lochren,

Commissioner of Pension

My Dear Sir:

I herewith enclose to you a letter from Mr. Aaron

Charlesworth, whose residence is 1925 Van Buren street, Topeka, Kansas, and whose pension number is 608,969. I know Mr. Charlesworth

personally, and his statements as to his democracy, social and financial condition are true. And the reduction of pension, under the

circumstances seems to be a terrible hardship in his condition of

life. As a matter of course I know nothing of the actual merits of

the claim as shown by the records in your office. But I respectfully

and earnestly ask that you review this case, and if it be at all possible

and consistent with justice and right that this man's pension

be restored at \$16 per month, I hope it will be done.

I am sorry to say that scarcely a day passes but what

complaints of this kind are made to me by democratic soldiers in my

state, and I earnestly invoke in their behalf your most careful and

friendly consideration.

Very respectfully,

Samuel Martin

[A Topeka man is thus seen to be the subject of the above letter from Senator Martin, written in a tone so strongly partisan that apparently the pension commissioner did not wish it in the files of his office, so returned it.]